

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

CENTRAL REGION - PLANNING

FRANK H. MURKOWSKI, GOVERNOR

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September 14, 2004

Gregory Kingsley
Pilot Point Tribal Council
City of Pilot Point
PO Box 449
Pilot Point, Alaska 99649

Subject: Comments on Revisions to the Southwest Alaska Transportation Plan

Dear Mr. Kingsley:

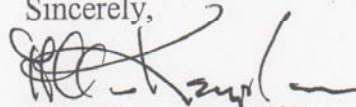
Thank you for phone call of July 16th and your letter and fax dated August 6th requesting that the Southwest Alaska Transportation Plan (SWTP) include a road corridor linking a deep water port at Wide Bay to a proposed deep water port at Smokey Point on Bristol Bay.

The current revision of the SWTP has a very limited scope. The Department of Transportation and Public Facilities is undertaking this revision in response to a court order. We are lifting two projects out of the baseline scenario and subjecting them to an economic evaluation of costs and benefits. It is our intent to expedite this revision so that we can re-start development efforts on these projects.

We are aware of Pilot Point's and Ugashik's continuing interest in a road connecting Ugashik with Wide Bay. As we noted in responses to comments received at the time of the completion of the Southwest Alaska Transportation Plan in 2002 (copy enclosed), we view this particular route as representing a community interest, rather than one specific to the region at large. However, this situation may change depending on the possible development of oil and gas deposits along the Alaska Peninsula. If mineral development is successful and merits another Bristol Bay to the Pacific corridor then detailed alignment studies would be undertaken at a later date. Such studies could examine alternative routes and may consider the role of the Ugashik to Wide Bay corridor within the context of meeting regional needs.

Thank you again for your input. If you have any further questions or wish additional information, please contact me at 269-0509 or allen_kemplen@dot.state.ak.us.

Sincerely,

A handwritten signature in black ink, appearing to read 'Allen Kemplen', with a stylized flourish at the end.

Allen Kemplen, AICP
Southwest Area Planner

/lm

Enclosure

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

DIVISION OF STATEWIDE PLANNING

TONY KNOWLES, GOVERNOR

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JUNEAU, ALASKA 99801-7898
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May 17, 2002

Mr. Roy S. Matsuno
Tribal Administrator, Ugashik Traditional Village
206 E. Fireweed Lane, #204
Anchorage, AK 99503

Dear Mr. Matsuno:

Thank you for your letter of March 12 concerning the Southwest Alaska Transportation Plan. In it you brought up the need for access to a deep-water port, and specifically identified your interest in a road from Ugashik to Wide Bay. We appreciate your identification of this particular route and your explanation of the need it is intended to meet. We would welcome any additional background as to the route's historical and traditional use.

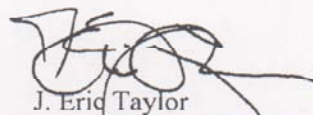
At the same time, we view this particular route as representing a community interest, rather than one specific to the region at large. I echo an earlier response provided in a March 15 email to Robert Eckstrom:

"We agree that the specifics of the particular Alaska Peninsula Highway (APH) corridor alignment in the draft plan can be improved upon (i.e., highland terrain vs. lowlands). However that is the task of a more detailed route study which would likely occur when a subsequent plan deems such investigation appropriate. At this stage such details are of negligible consequence. The primary purpose for listing the APH corridors in the Southwest Transportation Plan has been to document the need for connecting the communities (as expressed by the plan advisory committee). I personally think that this is the key point that community leaders need to keep making well after the ink is dry on the plan. Fragmenting the collective need identified during planning into individual community self-interest will lead to further legislative inaction and no improvement for anyone. The plan is a beginning, not an ending. A lot of work remains to be done to bring any of it to reality."

"While we did not intend for the plan to be used to dismiss claims to historic and traditional use corridors, we see how that could be a possible interpretation of omitting those routes in the plan itself. Therefore we will include an appropriate clause in the final plan to clarify that a continued state interest in them remains."

Thank you again for your valued input. Please let me know if I can be of further assistance.

Sincerely,



J. Eric Taylor
Area Plans Coordinator

copy to:
Jeff Harman, BIA Alaska Regional Office
Jack Melton, DOT&PF Central Region Planning